

SECRET [REDACTED]

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Military Units in Dobrich

5. An unidentified infantry regiment is located in a barracks in the northwestern outskirts of the city, beyond the rail line which joins the north and south stations of Dobrich. The barracks was previously occupied by the former 40 Rumanian Infantry Regiment, and by the former 46 Bulgarian Infantry Regiment in 1951. [REDACTED]

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6. An unidentified cavalry regiment is located in a barracks adjacent to the infantry barracks described above. It is identical to the infantry barracks. At the time of the Rumanian occupation, the barracks was occupied by the 12 Cavalry Regiment "Rosiori" and later, in 1941, by the Bulgarian 8 Cavalry Regiment. The regiment is equipped with horses and has no motorized or armored equipment.

Trudovak Units in Dobrich

7. An unidentified Trudovak regiment, strength 500-600 men, is located in a building adjacent to the North station of Dobrich. This building formerly housed a Rumanian tobacco manufacturing plant and is four stories high and approximately 60 by 20 meters in size. It is surrounded by a small wall about one meter high. Between 300 and 400 airmen from the nearby airport are also housed at the building.
8. The members of the Trudovak regiment are employed on work at the airport and on the construction of a large building 1.5 kilometers south of the airport. The Trudovaks wear the same uniforms as the Army troops except that the cloth is gray-green in color.

Coastal Defenses in the Varna Area

9. The principal park of the city of Varna is located in the northeastern outskirts of the city, along the coast, and extends for a length of six kilometers. There is a casino in this park, but is not in use at present. In 1950, this public park was closed in by a picket fence and coastal defense works were constructed. [REDACTED] the fortifications [REDACTED] included concrete turrets with cupola-type roofs of the type that comprised the fortifications of the Maginot Line. At the limit of the park are rocky hills extending in a northeasterly direction along the coast in which artillery posts have been installed. These positions are in cabins, and firing exercises are carried out by shooting at a high rocky hill on Cape Galata. There are no coastal defenses installed on Cape Galata itself. The section of the Black Sea in front of the public park and in front of the fortified hills has been mined.

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10. An air raid shelter has been constructed in the basement of the palace in which the regional and municipal command of the People's Militia is located. The building formerly housed the headquarters of the Rumanian prefecture and is located on Freedom Square. [REDACTED]

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[REDACTED] the shelter [REDACTED] was constructed for the Party officials whose headquarters are located on Molotov Street, which is to the rear of the Militia Command mentioned above.

Fuel Depots in Dobrich

11. A fuel depot is located behind the south railroad station of Dobrich, approximately 60 meters from the north side of Vasil Kolarov Street. The depot formerly belonged to Aleksandur Lazar and was taken over by the Bulgarian government for military purposes in 1941. It consists of two cylindrical tanks approximately

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four meters high and 2.5 meters in diameter and three cylindrical tanks slightly smaller than the two tanks. The depot is connected with the south Dobrich railroad station by a spur line. It is enclosed by a picket fence approximately two meters high and is guarded by Army sentries. The tanks are camouflaged with dark yellow and brown paint.

12. A second fuel depot is located in the center of a level area in the extreme north-northwest limits of Dobrich. This depot is known as the "Monopol Petrol" depot and is a new installation constructed in 1949. The tanks formerly belonged to Pinko Pinkovich, a Jew, and Boychev (fnu) and were previously located on Constanta Street near the Heroes Cemetery. In this same area are the TKZS (Trudovo Kooperativno Zemedelsko Stopanstvo; Cooperative Farm) station and a plant for the production of spare parts, the alteration, and repair of agricultural machinery and tractors. The "Monopol Petrol" has three cylindrical fuel tanks of 45,000 liter capacity, formerly part of the Pinkovich depot, and seven cylindrical tanks of 25,000 liter capacity, formerly part of the Boychev depot. An underground pipeline connects with depot with the north Dobrich railroad station. This is the same pipeline which previously connected the station with the depots of Pinkovich and Boychev prior to its being moved to the new location. A small shed occupied by the fuel depot guard is located in the vicinity of the tanks. The director of the "Monopol Petrol" depot is Stoylov (fnu). The depot guard is Memet (fnu), a Turk who is awaiting repatriation. The depot is not yet enclosed by a fence and has only one guard. The tanks are camouflaged with red minium paint. The depot is isolated in the middle of a plain and is visible from a distance. It supplies the TKZS station and tractor workshop of the city with fuel and also supplies local stores with fuel for household needs.

Miscellaneous Military Information

13. The DNA (Dom Narodna Armiya; House of the People's Army) is a club for officers of the Dobrich area. It is located on Vasil Kolarov Street adjacent to the National Bank building. When the Rumanians held Dobrich, the city library was located in this building.
14. The term of service in the Bulgarian Armed Forces is as follows:
 - a. Army, three years;
 - b. Navy, four years; and
 - c. Air, four years.
15. It is expected that the position of political commissar will be abolished in the near future and that these duties will be assigned to the unit commander. Many high officers who up to now had served as political commissars in units are being sent to the Soviet Union to special military schools. Upon their return they will assume command of the unit and at the same time hold the post of political commissar.
16. Military secrecy concerning units and their commanding officers is maintained very strictly. Military units which are to be mentioned in newspapers or in public communiques are not identified with the name of their unit (regiment, battalion, etc.) but with the name "Podelenie" distinguished with a number which is always based on 40,000. Ranks of commanding officers are not given. For example, at the military parade held in Sofia on 9 September 1952, the following units participated: Podelenie 40324 commanded by Officer Popov, Podelenie 40129 commanded by Officer Stoyanov, Podelenie 40874 commanded by Officer Ivanov, etc.

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17. The periodic field exercises held by the Bulgarian Army are not national in character, but are held within one or more okoliyas. Prior to starting exercises in the okoliyas concerned, a partial remobilization is held and these recalled men take part in the exercises. In October 1951, field maneuvers were held in the Dobrudzha and the military units located in the okoliya, as well as the recalled soldiers who resided in this area, took part in the exercises. The oldest recalled men were 47 years old and were kept under arms for a total of 40 days. Prior to the beginning of maneuvers, the recalled soldiers were concentrated in barracks, [REDACTED] two—one located in Suichuk village approximately two kilometers north of the north station of Dobrich on the road to Constanta, and the other located in the village of Balagea. In these areas, the recalled soldiers were trained especially in movement over muddy terrain. [REDACTED] the General Staff of the Bulgarian Army together with the Minister of Defense, Panchovski, took part in the maneuvers and stayed in the area for 40 days. Panchovski and the officers of the General Staff were quartered in the Hotel Moskva (formerly Corona Hotel) in Dobrich during this time. Two Soviet generals were guests of the command, [REDACTED] 25X1
18. In April 1952, similar maneuvers were held in Shumen Okoliya in which the military units and recalled reserves residing in the okoliyas of Dobrich, Shumen, and Varna participated. The reserves at this time were kept under arms for a period of 20 days, and the oldest men were 40 years of age. On this occasion also, the General Staff of the Bulgarian Army, the Minister of Defense Panchovski, and two Soviet generals who had made their headquarters in Shumen, took part in the maneuvers. During the month of June 1952, field exercises were carried out in the Sofia area. 25X1
19. During the months of June and July 1952, an unspecified number of Soviet military convoys passed through the Dobrich station. They were coming from the direction of Rumania [REDACTED] the convoys transported tanks, artillery, motor vehicles, and other materiel, but did not transport troops. [REDACTED] the weapons and vehicles [REDACTED] were covered with tarpaulins. The passage of these convoys through Dobrich made a "great impression" on the people of the city. 25X1
20. [REDACTED] generals of the Bulgarian Army:
- Lieutenant General Tochev, commander of the Sofia region;
 - Lieutenant General Dykov, commander of the army with headquarters in Sofia; and
 - Lieutenant General Vladimir Stoychev, president of the KFS (Komitet za Fizkultura i Sport; Committee for Physical Culture and Sports); this officer is always in uniform; in 1944-1945 he was commander of the Bulgarian troops who were fighting with the Soviets against the Germans; he is reputedly the best Bulgarian general.

ECONOMIC INFORMATION FROM DOBRICH

Communications

21. The Isperrikh-Samuil railroad line was begun in 1948 by Youth Brigades. It was to be a standard-gauge single-track line, but was later abandoned because the terrain was too soft. Directing engineers were arrested and accused of sabotage for not having carefully calculated the degree of resistance of the terrain.

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-5- [REDACTED]

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22. In 1949, construction of a road joining Dobrich and Ceatalar (sic) was completed. It has a natural surface and, because of the nature of the terrain, runs in a straight line. This road was built because Ceatalar is a health center suited for sanatoriums and convalescent homes.
23. Since 1950-1951, a bridge has been under construction between Ruse, Bulgaria, and Giurgiu, Rumania. [REDACTED] work is in progress on both sides of the river, but he could give no construction details. The bridge is to have two levels, one for road traffic and one for railway traffic. [REDACTED] following persons working on the Rumanian side:

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- a. Kalchev, (fnu), construction engineer, Bulgarian, native of Tutrakan, technician; and
- b. Nikola Stoev, administrative secretary of this section, formerly third secretary at the Bulgarian Embassy in Bucharest.

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24. [REDACTED] a large number of sections of mobile pontoons are moored in the port of Giurgiu.

Factories

25. The construction and equipping of a large steel plant known as "Lenin" is almost completed in Pernik (N 42-36 E 22-00). Work has been carried out under Soviet management. [REDACTED] Iosif Kyushkov, mechanical engineer from Dobrich, is employed at the plant.
26. The Svoboda Textile Factory is an old factory which formerly belonged to Gudev (fnu). It is a small factory and occupies a 2-story shed located in the northern outskirts of Dobrich adjacent to the east side of Constanta Street. It employs 30 workers and produces cloth and linen fabrics.
27. A new slaughterhouse, cold storage plant, and preserving plant was recently constructed in the wooded area which extends north-northwest of the outskirts of Dobrich. Animals are slaughtered and preserved in this new complex and meat and vegetables are also canned at the plant. This installation started its activities in January 1953.
28. The Remont Zavod, spare parts factory for the repair, alteration, and assembly of tractors and agricultural machinery is located approximately 500 meters north of the outskirts of Dobrich adjacent to the west side of the road to Constanta and the south side of the Heroes Cemetery in which are interred the combatants of various nations who were killed during the 1917-1918 war. The factory is a new installation which was constructed in record time in 1950 by Trudovaks and civilian workers. It occupies the area formerly used for the fuel depots of Pinkovich and Boychev which were transferred farther west of the city. The complex occupies an area approximately 400 by 300 meters in size and is enclosed by a wall approximately 1.5 meters high. It consists of the following buildings (letters correspond to those of the sketch on the following page):
- a. A 3-story building approximately 25 by 10 meters in size, which houses the directorate and plant administration offices;
 - b. An area approximately 100 by 15 meters in size covered by a roof and open at the sides, used for parking tractors and agricultural machinery; and
 - c. A masonry shed with a twin-sloped roof and large windows, approximately 250 by 100 meters in size.

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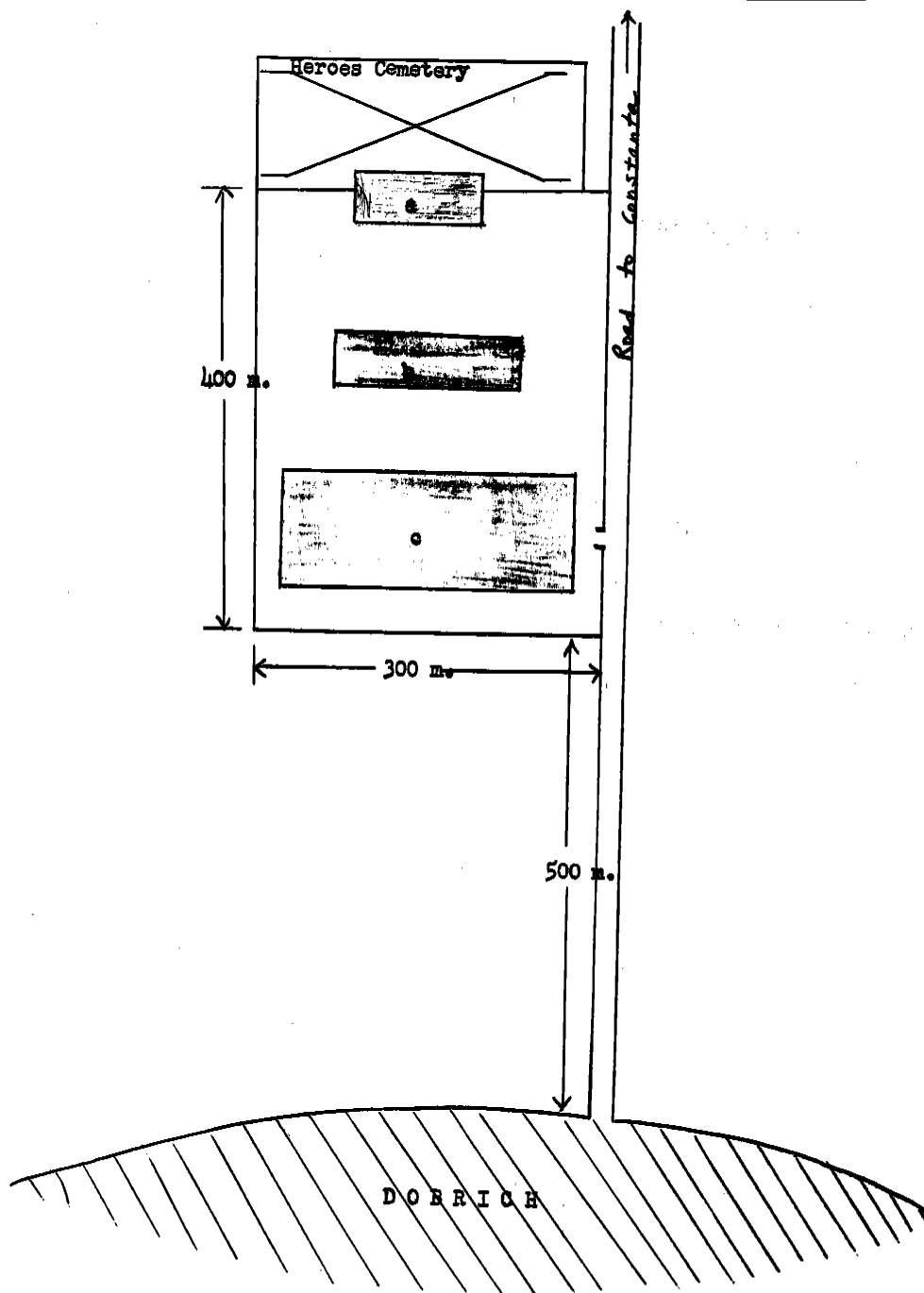
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The Remont Zavod is directed by Georgiev (fnu) [REDACTED]. It employs 350 workers and produces spare parts for tractors and agricultural machinery as well as handling alteration, repair, and assembly of such equipment. This is the chief plant of its kind in Bulgaria, and plans have been drawn up for transforming it for war industry. The MTS (Machine Traktorno Stantsiya; Machine Tractor Station) of Dobrich is also located at this plant.

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Miscellaneous Economic Information

29. The Zemadelako Uchilishte (Agricultural School) of Dobrich is located on the east side of the road to General Toshevo and Constanta, southeast of the north Dobrich railroad station. This school is for agricultural technicians who are later sent to work in agricultural cooperatives. It is located on a farm which cultivates a large area surrounding it. The school occupies a 4-story building of unspecified dimensions and several small sheds which are used "for agricultural purposes" and has an enrollment of 400-500 students. All the school buildings are enclosed by a canal.
30. Dobrich has only one electric power station, a thermoelectric installation located in the northern outskirts of the city adjacent to the east side of Constanta Street. It was constructed by the Rumanians in 1938; it is complete, but is not in operation and is being kept in reserve. Electric current for the city of Dobrich comes from Varna; transformers are located at the thermoelectric power plant.
31. Since 1950, the city of Dobrich receives its water from an aqueduct to the Ceatalar stream. Prior to 1950, the city used water drawn from wells [REDACTED]
32. In 1952, work started on the construction of a sanitorium for tuberculosis patients in Ceatalar. The sanitorium was constructed at this site because the climate is particularly favorable to patients with pulmonary diseases.
33. A large building is under construction south of the Dobrich airport approximately 1,500 meters from the east side of the road to Constanta. [REDACTED]
[REDACTED] the work is being carried out by Trudovaks [REDACTED] the building is now three stories high.
34. Important petroleum deposits have been discovered in the Shabla-Kavarna area, and exploitation was started in 1951. Material for soundings and installations was supplied by the Tulcan Factory of Bucharest. As of February 1953, five wells were in operation. The petroleum extracted up to now is known to have been of excellent quality. In order to make space for workers employed at this project, some of the residents of Yazagilar (sic) were evacuated. Technical directors of this project are Soviets. The young Bulgarian workers employed here who have not served their regular military term are exempted from such duty. Research exploitation of these petroleum deposits is carried out in the area north of Shabla as far as the Rumanian frontier.
35. There is a continuous line of small mountains of white stone (characteristics unknown) extending along the coast of the Black Sea between Varna and Balchik. Since 1951, this stone has been mined under the direction of Soviet technicians, and has been loaded on ships and transported to the Soviet Union. It is the opinion of the inhabitants of Varna that the stone contains radioactive minerals. [REDACTED]

THE DOBRICH AIRFIELD

36. The military airport of Dobrich is located at the site of a former landing field which had no airport facilities. Prior to World War II, this field was used by a few civilian airplanes, such as those used by the former Queen Maria of Rumania and the members of the royal house of Rumania who frequently visited the nearby sea resort of Balchik.

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37. Work on the construction of an important military airport started in 1950 and is now nearing completion. When completed, this will be the best-equipped and most important airfield in Bulgaria. It is surrounded by a very large flat wooded area, that is, southern Dobrudzha, on which "maneuver fields" can easily be constructed in case of war. This airfield is generally known as the "Tolbukhin Airfield." It is located approximately two kilometers north of the center of the city in the northwestern zone of Dobrich, adjacent to the north Dobrich railroad station. On the south side, the airfield is bordered by the railway line which joins the main station of Dobrich to the north station; on the east, it is bordered by the road which goes from Dobrich to General Toshevo and Constanta; and on the other sides it is bordered by flat plains.

38. [redacted] the airport on the northern and western sides extends out into the steppes which are flat and uniform in nature.

39. The airfield surface is greasy clay which becomes a heavy thick mud after rain. There are no natural obstacles surrounding the airfield. Possibilities for enlarging the field are unlimited to the north and the west. Trudovaksbatalions constructing a building outside the airfield, approximately 1,500 meters from the east side of the road to Constanta [redacted]

[redacted] Another building is under construction about 500 meters from the south side of the airfield in the northwestern outskirts of the city. This building is to house Soviet officers and their families, who are now serving at the field. [redacted]

[redacted] two metal hangars are under construction.

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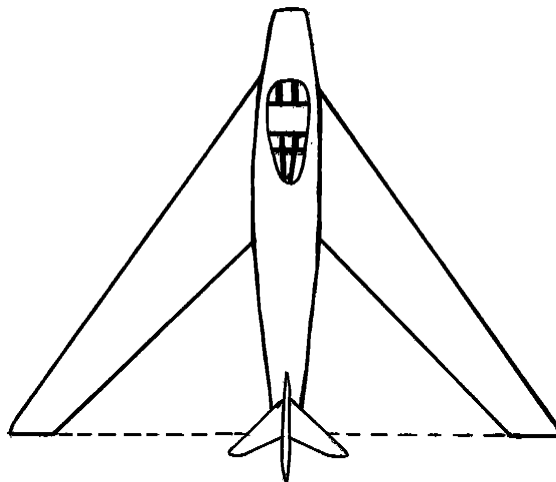
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40. The Dobrich airfield is occupied by the Bulgarian Air Force. It is the headquarters of an unidentified fighter regiment (stormo) equipped with MIG-15 jet planes. [redacted] the planes of this unit participated in the Sofia parade last September. [redacted]

[redacted] The planes were of the Soviet jet MIG-15 type and were always in wedge formation of three (?) planes and were seen both during the day and the night. Toward the end of January 1953, other jet fighter planes of a type slightly different from the MIG-15 were brought to the airfield. [redacted] the substantial difference in these planes was that the wing-sweep is longer, so that the tips are on a line with the tail assembly. These planes were generally flown during the night hours. The following sketch shows the outline of these planes:

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41. [REDACTED]

[REDACTED] 300-400 Air Force men are housed in the building formerly used as a tobacco factory, which is located adjacent to the north railroad station; the Trudovaks employed on the construction projects at the airfield are also lodged in this building. The airfield is commanded by an unidentified Air Force lieutenant colonel, and an unknown number of Soviet officers are employed as pilot instructors.

42. Daily flights are carried out at the field. The Bulgarians are trained in the jet fighters under the guidance of the Soviet officers. [REDACTED]

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43. The road from Dobrich to Constanta via General Toshevo passes by the airfield. There are no railroad connections at the field.

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44. [REDACTED] a concrete runway at the field. It was completed in 1951 and is oriented in a north-south direction. [REDACTED]

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45. Two metal hangars are under construction in the northeast part of the field. Underground installations have been constructed, which [REDACTED] are used for personnel lodgings and various other uses. [REDACTED]

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46. The Bulgarian officers are lodged in private homes in the city of Dobrich. The men, as stated above, are housed in the former tobacco factory which is located adjacent to the north railroad station. This is a 4-story building approximately 60 by 20 meters in size. [REDACTED]

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47. [REDACTED] of a depot in the city used by the airfield. Numerous fuel tanks are located at both the north and south railroad stations, particularly at the latter. [REDACTED] fuel being transported to the airfield, [REDACTED] is done only at night. Presumably it is possible that the fuel is taken to the airfield depot by means of underground conduits and from there to the airfield in barrels.

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48. This airfield depot in the city of Dobrich is located on the north side of Vasil Kolarov (formerly Boris) Street which leads from the center of the city to the south railroad station. The depot formerly belonged to the Rumanian "Distributia" Company and was requisitioned for military use in late 1941. It is small, occupying an area approximately 45 by 20 meters in size, and is enclosed by a wooden pale-fence. [REDACTED] a concrete shelter approximately 15 by six meters in size which covers five underground tanks of unknown dimensions and capacity. [REDACTED] may possibly be connected with the south railroad station by an underground fuel line. The sentinels at the depot (number unknown) are Air Force personnel.

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49. Bulgarian Air Force sentinels are stationed on the south and east sides of the Dobrich airfield. Civilians are not allowed to travel in the vicinity of the airport.

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APPENDIX

-11-

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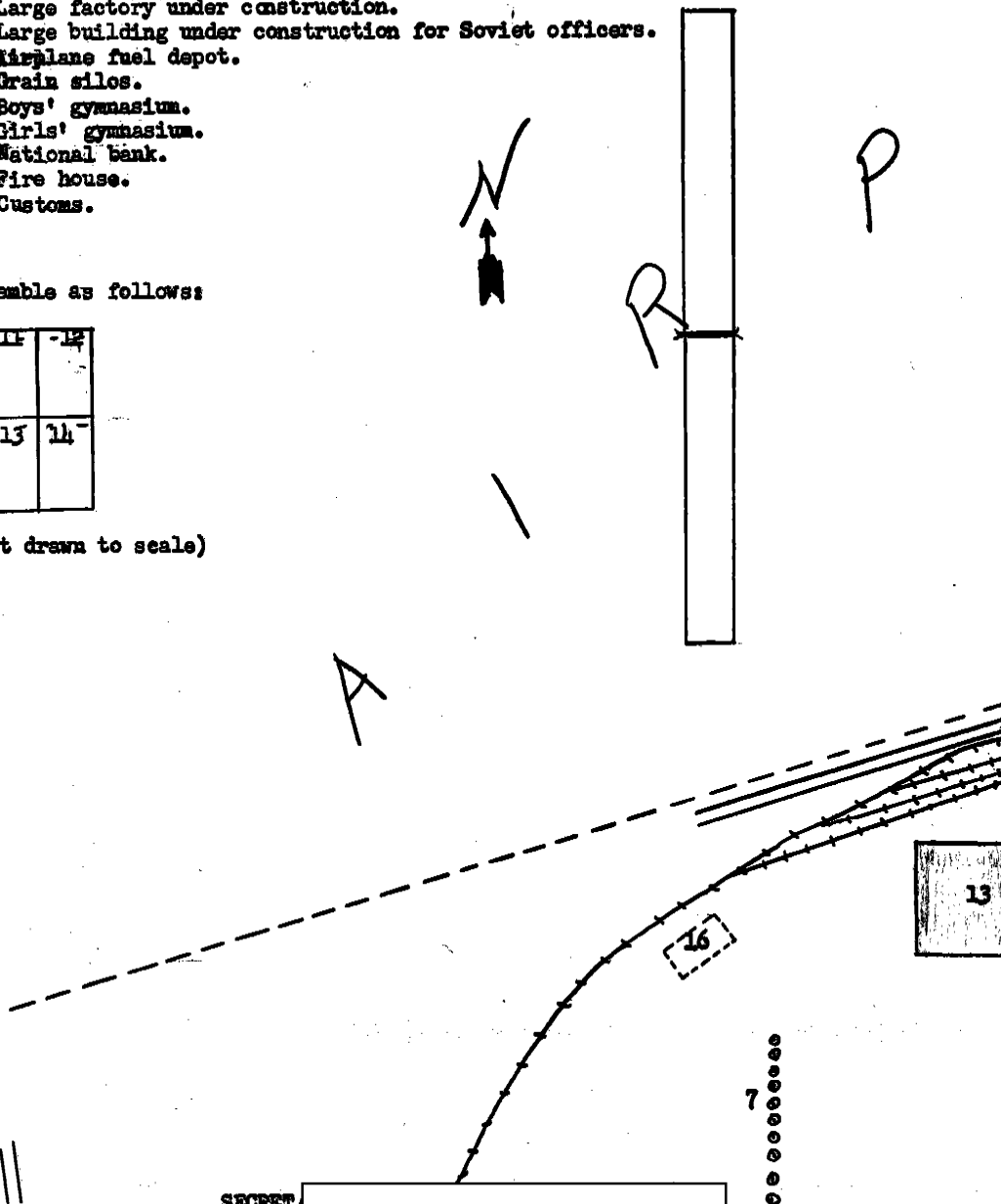
The City of Dobrich

1. Command of Border Guard sector.
2. Regional command of the People's Militia.
3. Infantry barracks.
4. Cavalry barracks.
5. Former tobacco factory now used as a barracks for Trudovak and Air Force personnel.
6. Military fuel depot.
7. Civilian fuel depot.
8. Officers' club.
9. Agricultural concern and school for agricultural technicians.
10. Auto Vehicle repair shop and machine tractor station.
11. "Heroes" cemetery.
12. Sreboda Textile Factory.
13. New slaughterhouse, freezing plant, and canning factory.
14. Thermoelectric plant and transformer station.
15. Large factory under construction.
16. Large building under construction for Soviet officers.
17. Airplane fuel depot.
18. Grain silos.
19. Boys' gymnasium.
20. Girls' gymnasium.
21. National bank.
22. Fire house.
23. Customs.

Assemble as follows:

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-13	-14

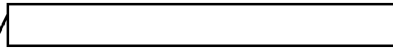
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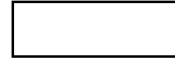
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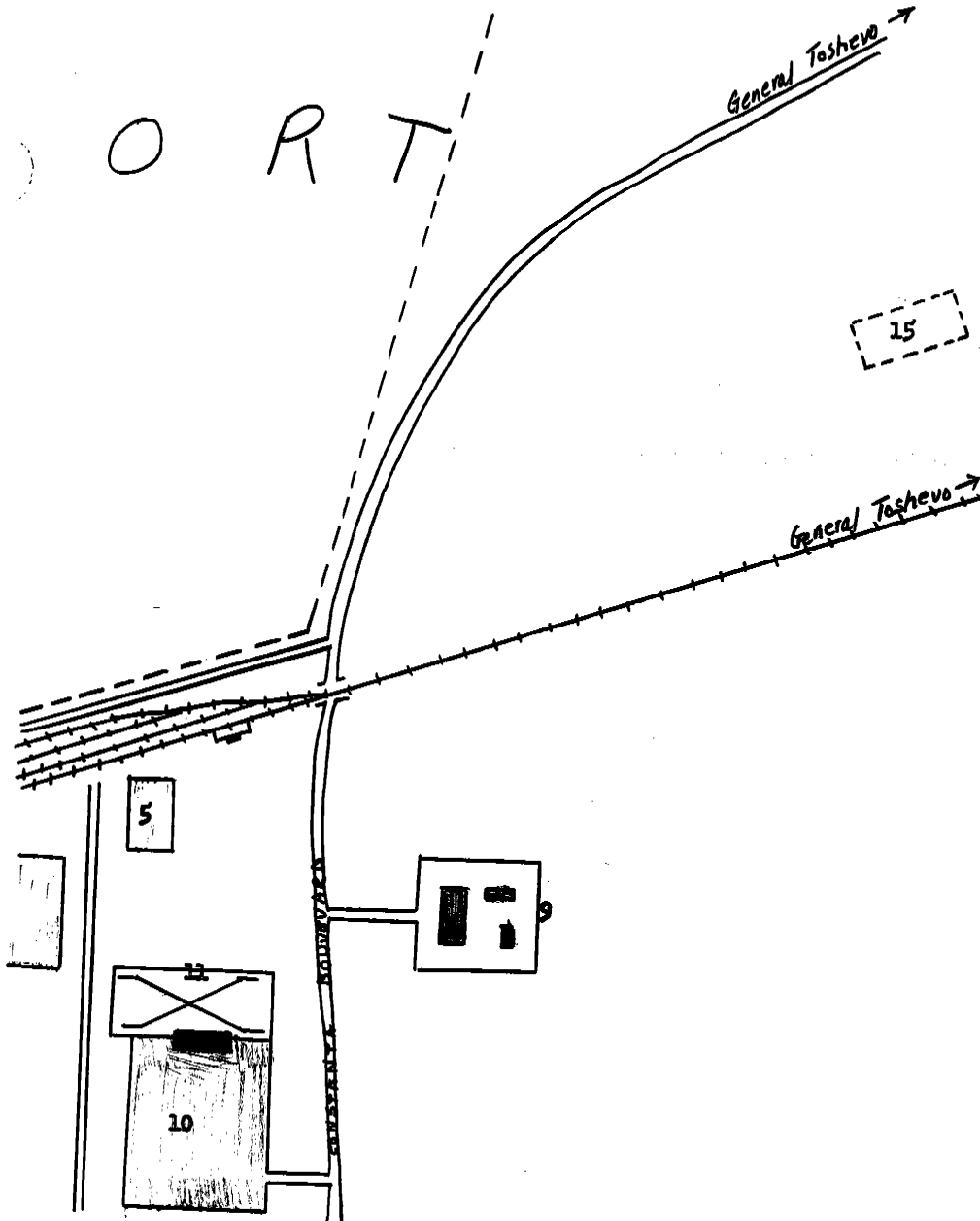
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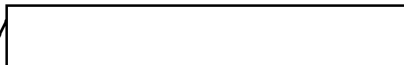
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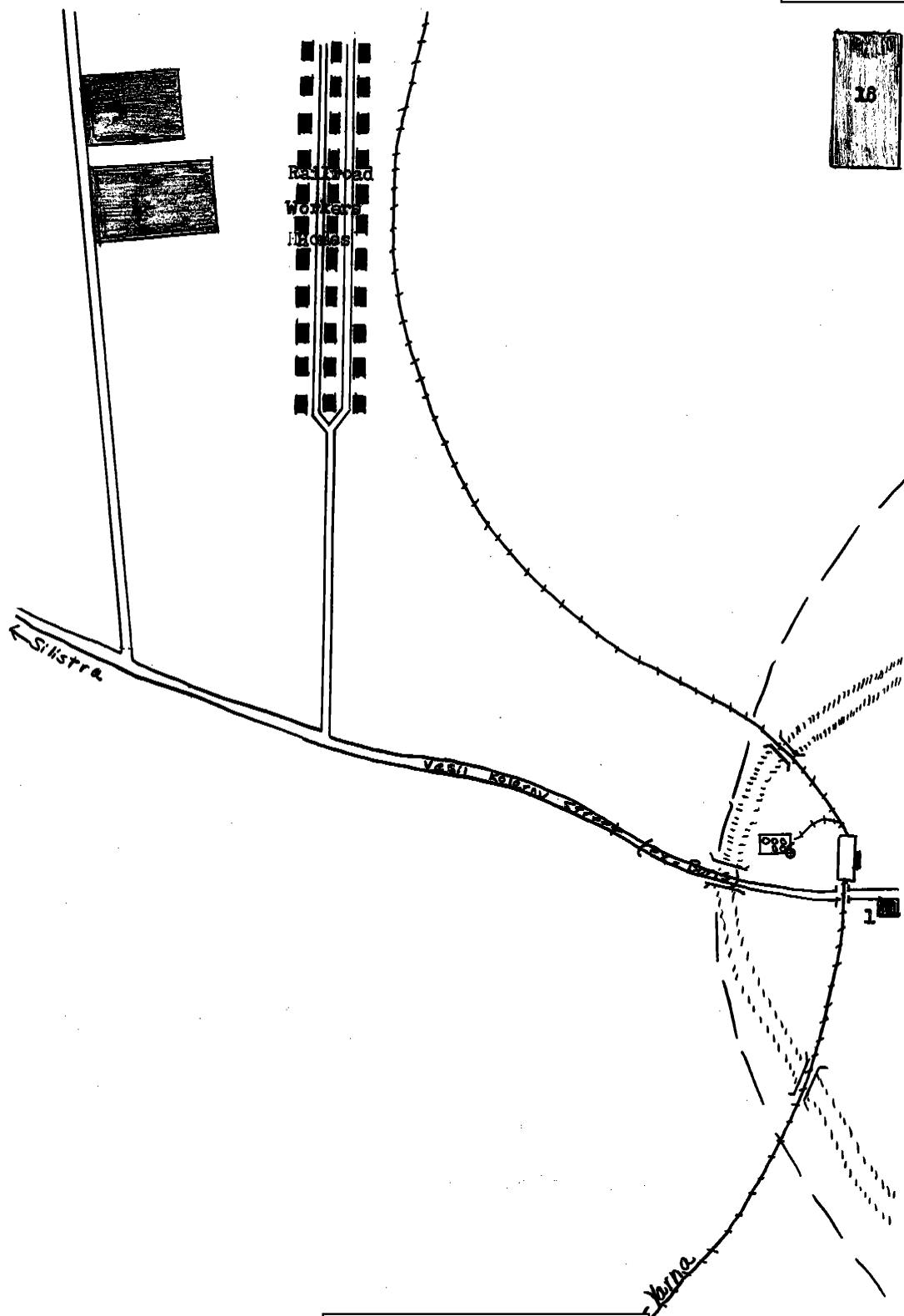
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APPENDIX (Continued)

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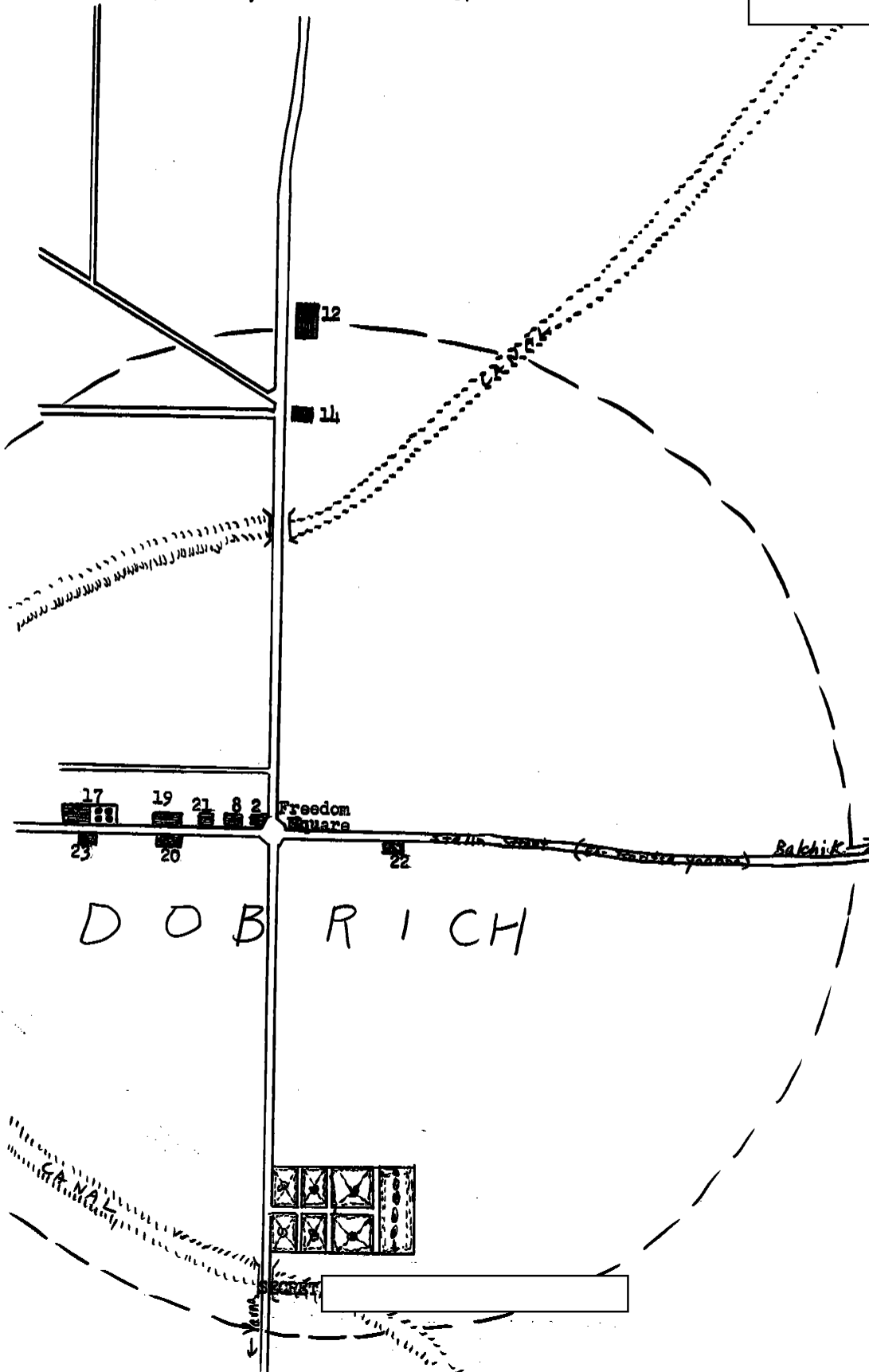
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APPENDIX (Continued)

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